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October 6, 2015

To: Council Chair Ernest Y. Martin
From: Council Vice Chair Ikaika Anderson 
Re: Travel to Vancouver and Seattle

From September 28 thru October 3, 2015, I traveled to Vancouver, British Columbia Canada and Seattle, WA for site visits of the Vancouver SkyTrain system, and to attend the National Association of Counties Large Urban County Caucus Conference.

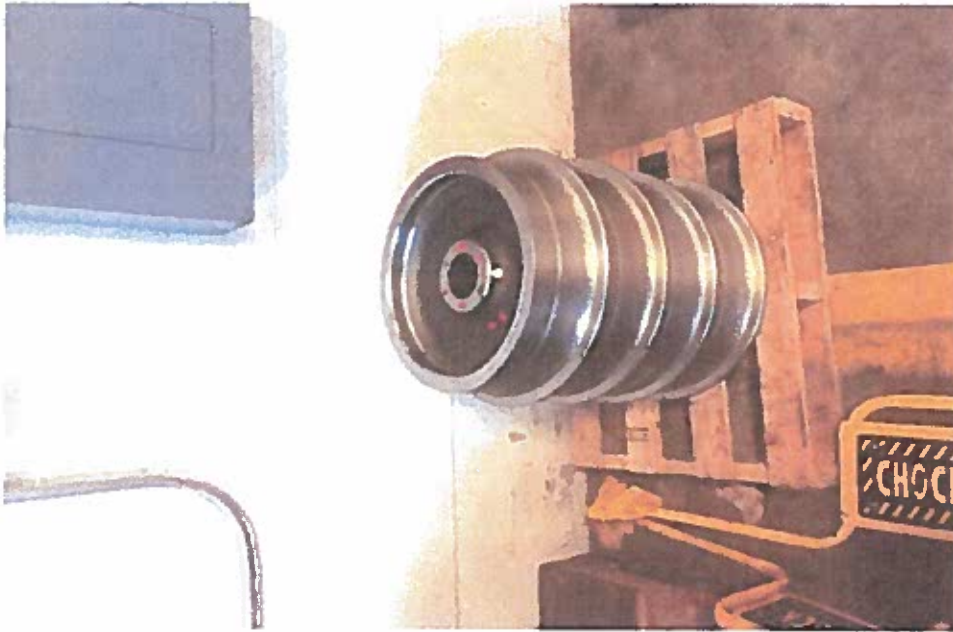
Ron Wainright met me at the offices of the SkyTrain Expo Line and Millennium Line, located in Burnaby, British Columbia. The lines use cars manufactured by Bombardier. The first cars from Bombardier were delivered in 1986, and are still in use today- these cars have approximately 10 years left on their lifecycle, meaning they'll have been in use for at least 40 years by the time they're retired. Honolulu's system will also use cars manufactured by Bombardier.



The top screens above depict represent the travel, status and location of rail cars on the Expo and Millennium Lines in real time. The top screens represent Expo Line trains; the lower left and center screens represent Millennium Line trains. The lower right screen shows the yard. The colors on the screen tell the timeliness status of the train (on-time, delayed, etc.) The numbers tell the control room personnel how many cars are on the train depicted.



The control room of the Expo and Millennium Lines.



Steel wheels used on the Expo and Millennium Lines.

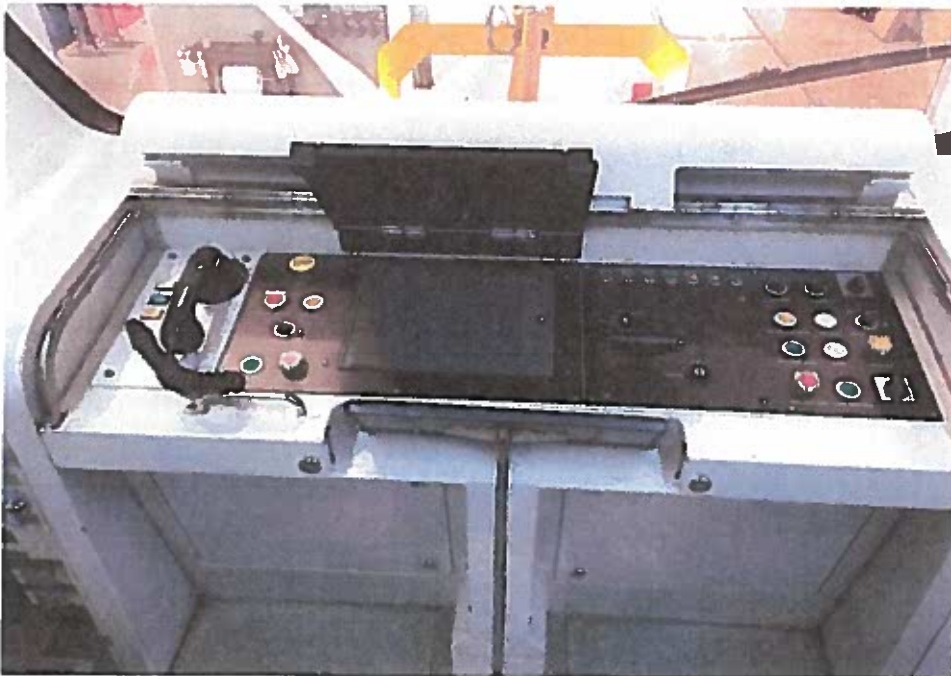


Bombardier cars utilized on the Expo and Millennium Lines, These cars were delivered for service in 1984, and are expected to have a total lifespan of 40 years.

Lee Cockrill conducted my site visit of the SkyTrain's Canada Line. The Canada Line consists of 20 trains, and runs 16 trains at any one time. The Canada Line has a daily ridership of 120,000 and employs 200 people. The annual Operations and Maintenance budget is \$30 million to \$40 million. The trains are driver-less, as Honolulu's trains will be, but there are security mechanisms on board each train.



The Canada Line Maintenance Yard area. Hyundai Corporation manufactures trains utilized by the Canada Line in South Korea.



Canada Line Hyundai car control panel. Usually, this panel is closed and locked while the train is in motion, as the trains are driverless and controlled remotely by computer in the control room. This control panel allows the cars to be driven by a human driver in the event of emergency such as a train becoming disengaged from the control panel. Upon a train disengaging from the control panel, the braking system is automatically applied.



Canada Line train driving simulator used for training personnel to drive trains. This simulator was built in-house at a cost of approximately \$150,000.



This speakerphone box serves to allow passengers to communicate with SkyTrain personnel in the event of an on-board emergency. In the event of an emergency, personnel will respond at the next transit station.

Air Conditioned Car - Open Window In Emergency Only



In lieu of activating the emergency speakerphone, passengers may press the yellow strip above train car windows, as depicted above. Some passengers may not wish to be seen or heard reporting an emergency situation over the speakerphone, and this mechanism allows passengers another option to report emergencies and communicate with train system personnel.

Transit Oriented Development, or TOD, will be a crucial component of Honolulu's mass transit system. Vancouver's system is a great example of successful TOD policy implementation with mixed-use land utilization. The Marine Drive Station on the Canada Line has new residential and commercial construction going up around the station. Affordable rental units are also being constructed, which will offer those who are unable to purchase fee simple units an opportunity to live in direct proximity of a transit line.



Residential units constructed in the airspace above the Marine Drive Station. Retail space is below the residential development.



Property across Marine Drive station also hosts retail and residential mixed use.



Signage on the construction above Marine Drive Station states the types of uses the development will host. One of the most critical components of TOD is rental housing, which this development will offer.



Residential housing near the Olympic Village Station on the Canada Line.

I attended the National Association of Counties (NACo) Large Urban County Caucus (LUCC) Conference in Seattle, WA. Counties with a population of at least 500,000 residents are eligible to join LUCC. The City and County of Honolulu is the only Hawaii State Association of Counties (HSAC) member eligible to join LUCC. This is the first year in recent memory that Honolulu has taken an active interest and role in LUCC.



Upon arrival at SEA-TAC Airport in Washington State, I took the rail transit system to Westlake Station in Downtown Seattle- pictured above is Westlake Station. The train ride from the airport to Westlake Station in Downtown took roughly 40 minutes. Upon arrival at Westlake Station, I walked to my hotel- the walk took no more than 10 minutes.



On behalf of the Honolulu City Council, Councilmember Trevor and I present NACo President Sallie Clark (County Commissioner in El Paso County, CO) with a koa bowl prior to the start of the LUCC Conference.

I participated in the LUCC Steering Committee and Business Meeting, where participants discussed issues of importance to their respective counties. Councilmember Trevor Ozawa, who is a member of the LUCC Steering Committee, shared the City Council initiatives on addressing homelessness and providing additional affordable housing. I discussed the Council's Transit Oriented Development policy initiatives, the Council's appropriating \$150 in funds for affordable and Housing First over the past two years, and the Zoning and Planning Committee's focus on TOD plans and delivering of workforce housing.



LUCC Steering Committee Chairman Jim McDonough (County Commissioner in Ramsey County, MN) Councilmember Trevor Ozawa, Councilmember Joey Manahan and I were fortunate to have a chance encounter with former Federal Transit Administration (FTA) Administrator Peter Rogoff (second from right) while attending the LUCC Conference. During his tenure as FTA Administrator, Mr. Rogoff always made himself and his FTA staff available to Honolulu officials (including City Councilmembers) to discuss transit projects and federal transportation funding. Mr. Rogoff's support is a key reason for Honolulu's receiving \$1.55 billion in federal funding for our mass transit project.



I attended the Urban Waterfront Transportation: King County Metro's Water Taxi Program Mobile Tour as part of the LUCC Conference- the above photo is of the water taxi as she departs Pier 50 in Downtown Seattle. Paul H. Brodeur, Division Director of the Marine Division of the Department of Transportation, hosted the mobile tour.

The water taxi system, started in 2008, is a passenger-only service between West Seattle and Downtown Seattle, which also allows bicycles and service animals to travel. As of one-way fares between Downtown and West Seattle are as follows: Adults pay \$4.75 cash or \$4 via an ORCA Card; Seniors 65+ pay \$2 with a Regional Reduced Fare Permit; ORCA Lift card holders (these are available to those with household incomes less than double the federal poverty level) \$3; Youth ages 6-18 with an ORCA Youth Card \$3; and children 5 years and younger are free.

In 2014, the water taxi system served 467,119 riders. Through an FTA grant, two new 250-passenger water taxi vessels are being constructed.



With Councilmember Joey Manahan, I visited an Urban Rest Stop in Downtown Seattle, which provides services and amenities to Seattle's homeless population. The services provided include restroom and shower facilities. Pictured above is a family restroom that is offered for families to use while at the URS.



Access to washing machines and dryers for self-service laundry is also available at the URS. The URS leases the machines, rather than buying them, for their clients' use



The URS as it appears from the outside. Above the URS sit Housing First units. The model of providing a URS coupled with Housing First is one that we would like to duplicate in Honolulu.

RECEIVED

City Council
City and County of Honolulu

2015 NOV -9 A 11: 53

CLAIM FOR TRAVEL REIMBURSEMENT

HONOLULU, HAWAII

Date: 10-15-2015

Traveler: Ikaika Anderson


Event: 2015 Sky Train; Large Urban County Caucus (LUCC) NAO Innovation Symposium

Location: Vancouver B.C., Seattle, WA King County, WA

Dates: From September 2, 2015 To October 2, 2015

| Description | Amount | Notes |
|--------------------------|-----------------------------------------------------------------------------|-----------------------------------------|
| 1. Registration Fee | N/A | |
| 2. Airfare | \$607.72 PKA | pCard see attached |
| 3. Hotel | 1002.59 PKA | pCard see attached |
| 4. Meals | 81.37 PKA 182.44 94.39 | pCard see attached |
| 5. Ground Transportation | 111.68 PKA | pCard see attached |
| 6. Tips | 43.00 PKA 92.92 74.32 PKA 30.00 | cash-and-pCard attached - memo attached |
| 7. Other | | |
| Other | | |
| Other | | |
| 8. Adjustment | (77.23) | Alcohol charged to City P-card (hotel) |
| TOTAL REIMBURSEMENT | 2657.17 168.11 4124.39 47.46 | |

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:


Signature of Traveler

11/6/2015
Date